

Pavement

Projects will be designed as either optional or alternate depending on the project. The Construction and Materials Division Pavement Team and the Design Division must approve any exception that specifies a single pavement type. The exception must be supported by sound engineering justification.

A new section on pavement in the Practical Design Implementation Manual can be viewed at <http://www.modot.mo.gov/business/PracticalDesign.htm>. This guidance describes the process for the pavement thickness determination by the Pavement Team on major roads and some minor roads.

As a reminder, Subsection 6-03.4 of the PDM can be summarized as follows:

- Alternate pavement designs are to be bid on projects over 2 lane-miles of new full depth pavement.
- Optional pavements are used for projects not set up as alternate.

On optional pavements, the pavement thickness may be different for concrete and asphalt only when a pavement thickness determination from the Pavement Team is necessary. Contact Randy Hitt, Pavement Team Leader, to discuss the pavement design, appeals to the pavement design and any special issues related to pavements. Travis Koestner, Design Division is also available to discuss pavement design issues including example plans and setting up alternate and optional pavement contracts.

Regarding composite pavement PDM Subsection 6-03.7 states: “This is the least desirable pavement type but occasionally, the Construction and Materials Division will furnish the district a composite pavement design consisting of an asphaltic concrete surface on a portland cement concrete base.” This type of pavement structure is not typically used for pavement widening, spot improvements or new mainline paving. A design exception is to be submitted through the Pavement Team for the use of a composite pavement.